

CMAQ Project Selection Committee Meeting
Friday, March 3, 2006
10:00 a.m.

Cook/Cunningham-Williams Conference Room
233 South Wacker Dr.
Chicago, Illinois

Agenda – revised

Note: the meeting materials can be found at <http://www.catsmpo.com/min-cmaq.htm>

1. FY 2006 CMAQ Program

A. FY 2006 program status

The status of eligibility determination and sponsor notification will be reviewed.

2. FY 2007 CMAQ programming cycle

A. FY 2007 CMAQ proposal status

A summary of the FY 2007 CMAQ proposals will be presented.

B. FY 2007 CMAQ program development schedule.

The schedule will be reviewed and modified as necessary.

C. FY 2007 CMAQ programming mark

The status of CMAQ appropriations and a proposed mark will be discussed.

3. Project Follow-up

A. 2005 annual follow-up

Projects needing additional follow-up will be discussed.

4. Project Changes

A. West Chicago – Washington St/McConnell Ave Grade Separation (TIP ID 08-06-0003)
The sponsor is withdrawing the project.

B. Hinsdale – Chestnut St Commuter Parking (TIP ID 08-04-0010)
The sponsor requests a cost increase.

C. CTA – Fuel Cell Bus Program (TIP ID 16-95-0039) and Purchase 5 30'-40' Hybrid Electric Buses (TIP ID 16-00-0068)
The sponsor requests a scope change to transfer funds from 16-95-0039 to 16-00-0068.

D. Oak Park – Chicago Ave from Marion St to Ridgeland Ave (TIP ID 04-06-0004)
The sponsor requests a scope change.

E. Pace – Lake Cook TMA Mid-Day Shuttle Demonstration (TIP ID 10-02-0005)
The sponsor requests scope change.

F. Mundelein – Mundelein Bicycle Path connecting Noll, Hanrahan, Lions Field & Libertyville Twp (TIP ID 10-04-0002)
The sponsor requests a cost increase.

G. Geneva – Third St Commuter Parking Deck (TIP ID 09-03-0003)
The sponsor requests a scope change.

H. CDOT – Lakefront Trail-Navy Pier Flyover (TIP ID 01-01-0009)
The sponsor requests a scope change.

I. Lake County DOT – Midlothian Road at Winchester Road (TIP ID 10-02-0006)
The sponsor requests a cost increase.

5. Other Business

A. Certification Review Recommendation

The review recommended, “The federal review team strongly encourages the MPO to begin to analyze the air quality and congestion mitigation benefits of projects that have been implemented throughout the region. The purpose of this effort is to better understand the correlation between expected and actual benefits for certain types of CMAQ projects. An interim goal within the short term would be to analyze a portion of CMAQ projects, with the ultimate goal of creating a regular report on the benefits of all implemented CMAQ projects within the region. This could be accomplished in conjunction with the annual list of obligated projects, discussed in the Transportation Improvement Program (TIP) section of this document.” Possible responses to this recommendation will be discussed.

6. Next Meeting

The next meeting is expected to be on call in mid- to late June at which time the proposal rankings will be released.

Attending CMAQ Project Selection Committee Meetings at Sears Tower:

CMAQ Project Selection Committee meetings are public meetings; the public is invited to attend. Passes are available for people attending these meetings at the CATS/NIPC joint offices. If you have attended CMAQ Project Selection Committee meetings in the past year, you are already on a list for a day pass for the meeting, so you can go to the Sears Tower security desk upon arrival for your pass. If you wish to attend but have not attended a meeting recently, please call or e-mail Ross Patronskey (312-386-8796, rpatronskey@catsmpo.com) in advance to be added to the list. For requests or problems on the day of the meeting, please call the CATS/NIPC main reception desk at 312-454-0400. A driver’s license, state ID, or passport will be required to enter.

Chicago Area Transportation Study

CMAQ Proposals Summarized by Type - FY 2007

Project Type	Number of Projects	Project Cost	Federal Request
Intersection Improvement	24	\$54,256,572	\$19,816,521
Bottleneck Elimination	4	\$44,035,000	\$19,544,000
Transit Service and Equipment	16	\$26,814,502	\$22,211,521
Transit Facility Improvement	5	\$196,568,000	\$59,290,000
Bicycle Facilities	28	\$86,381,017	\$37,213,004
Pedestrian	15	\$9,447,288	\$6,774,873
Bicycle Encouragement	2	\$1,400,000	\$1,120,000
Parking Deck	3	\$33,781,000	\$8,409,000
Commuter Parking	9	\$46,504,712	\$18,137,705
Other	15	\$17,524,671	\$11,670,936
Demonstration	10	\$7,808,264	\$5,736,611
Signal Interconnect	25	\$67,389,068	\$33,603,054
	156	\$591,910,094	\$243,527,225

Chicago Area Transportation Study

CMAQ Proposals Summarized by Council - FY 2007

Council	Number of Projects	Project Cost	Federal Request
City of Chicago	33	\$307,949,330	\$107,630,000
North Shore Council of Mayors	3	\$627,250	\$265,800
Northwest Municipal Conference	9	\$24,350,181	\$11,343,508
North Central Council of Mayors	8	\$57,627,274	\$5,629,619
West Central Municipal Conference	2	\$6,858,000	\$5,443,800
Southwest Council of Mayors	3	\$1,769,195	\$1,415,356
South Suburban Mayors and Managers Association	10	\$51,347,419	\$28,539,535
DuPage Mayors and Managers Conference	9	\$6,971,822	\$3,792,777
Kane County Council of Mayors	21	\$26,499,668	\$17,894,553
Lake County Council of Mayors	14	\$44,684,809	\$22,452,944
McHenry County Council of Mayors	15	\$24,890,139	\$7,927,969
Will County Governmental League	12	\$15,205,494	\$11,846,555
Regionwide	17	\$23,129,513	\$19,344,809
	156	\$591,910,094	\$243,527,225

Note: "Council" means the Council in which the project is located, not the Council the Project Sponsor belongs to

FY 2007 CMAQ Program Development Schedule

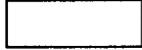
Monday, November 28, 2005	CATS will begin the call for FY 2007 project proposals.
Friday, January 27, 2006	Submission deadline for all FY 2007 project proposals.
February – June 2006	CATS will develop FY 2007 project proposal rankings and meet with project sponsors.
June – July 2006	CMAQ Project Selection Committee meets to select proposed FY 2007 program.
Friday, July 28, 2006	Work Program Committee considers approving the proposed FY 2007 program for public comment.
Monday, July 31, 2006	Public comment period on the proposed FY 2007 program begins.
Tuesday, August 29, 2006	Public comment period on the proposed FY 2007 program ends.
September, 2006	CMAQ Project Selection Committee meets to review and respond to comments on the proposed FY 2007 program.
Friday, September 29, 2006	Work Program Committee considers approval of the proposed FY 2007 program.
Thursday, October 12, 2006	Policy Committee considers approval of the proposed FY 2007 program.
October – November 2006	Federal determination of FY 2007 projects' eligibility.
November 2006	CATS notifies sponsors of project eligibility and funding availability.

Note: Work Program Committee meeting dates are tentative.

For additional information, please call Ross Patronsky of the CATS staff at (312) 386-8796.



Chicago Area Transportation Study



To: CMAQ Project Selection Committee
From: Ross Patronsky, Chief of the CMAQ Program
Date: February 25, 2006
Subject: FY 2007 CMAQ Program Mark

The FY 2007 Northeastern Illinois CMAQ Program mark is estimated to be \$24,000,000, significantly less than in recent years. A table showing how this mark was computed is attached for your review.

As the table shows, three factors contribute to this situation. First, the final apportionments for 2005 and 2006 were less than anticipated by about \$30,000,000 for the two years combined. This did not become known until after the FY 2006 CMAQ program was approved.

Second, the State will begin applying an obligation ceiling to CMAQ funds. This reduces the funding available by about \$25,000,000, half of which is due to the fact that the ceiling was applied to FY 2006 after the fiscal year began. In the past, CMAQ funds were not subject to the obligation ceiling, although other federal fund sources were.

Finally, about \$32,000,000 in budget rescissions have been applied to the CMAQ program. The largest of these rescissions, \$19,000,000, was applied in January. The rescission was part of a statewide rescission of \$70,000,000 in federal funds. In computing the rescission amounts for each program, the State rescinded in proportion to each fund's unobligated balance. The CMAQ program has an unobligated balance of \$228,000,000.

The CMAQ funds rescinded represent approximately 27% of the total rescission, and CMAQ funds are about 10% of the total funds for the core programs - Interstate Maintenance, National Highway System, Surface Transportation Program, Bridge, and CMAQ.

Since many of these funding reductions apply to FY 2005 and 2006, those years are now over programmed. Thus, the FY 2007 mark must be reduced to bring the overall program into line.

Finally, additional rescissions are expected. The amounts are not yet clear.

Chicago Area Transportation Study FY 2007 CMAQ Program Mark

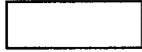
	Prior Years	2005	2006	2007
Program Mark		\$91,000,000	\$105,000,000	\$24,236,819
Programmed Amount		\$91,272,125	\$105,212,062	
Prior Year Funding at Time of Mark				
Apportionment		\$56,214,127	\$64,052,684	
Percentage of Year Funded		58.3%	66.7%	
Estimated Full Year Funding		\$96,367,075	\$96,079,026	\$86,829,629
Actual Apportionment		\$81,285,108	\$81,922,873	\$86,829,629
Rescissions				
February, 2005		(\$3,462,691)		
April, 2005		(\$9,315,386)		
January, 2006		(\$19,162,867)	(\$445,575)	
Obligation Ceiling				
Obligation Ceiling		0%	-15%	-15%
Amount		\$0	(\$12,288,431)	(\$13,024,444)
Net Apportionment		\$49,344,164	\$69,188,867	\$73,805,185
NE IL Share (95.21%)		\$46,980,579	\$65,874,720	\$70,269,916
Amount Under (Over) Programmed	\$37,595,791	(\$44,291,546)	(\$39,337,342)	

Notes

NE IL Share of Apportionment includes I/M



Chicago Area Transportation Study



To: CMAQ Project Selection Committee
From: Ross Patronsky, Chief of the CMAQ Program
Douglas Ferguson, TIP Division Cadre
Date: February 24, 2006
Subject: CMAQ Project Change Requests

Several sponsors have requested project changes, including cost changes. The net change in the federal amount programmed resulting from these changes is a \$1,088,000 reduction.

West Chicago – Washington St/McConnell Ave Grade Separation (TIP ID 08-06-0003)

This project was approved in FY 2006 for \$1,280,000 in federal funds, (\$25,600,000 total project cost). West Chicago has informed CATS staff that the project is being withdrawn. A letter has been requested confirming this. Until the matter is resolved, the project has not been entered into the TIP. No action is requested of the Committee at this time.

Hinsdale – Chestnut St Commuter Parking (TIP ID 08-04-0010)

This project was originally approved in FY 2005 for 168 spaces at a cost of \$1,160,000 federal (\$1,450,000 total) for right-of-way acquisition only. Last September, the Project Selection Committee approved a scope change reducing the number of net spaces constructed to 80-90 and reducing the programmed amount to \$768,000 federal (\$960,000 total).

Hinsdale has since found that the cost of the property will be higher than they estimated in the fall. They are requesting a cost increase

The revised project was re-evaluated against other FY 2005 commuter parking projects. The revised cost per ton of VOC eliminated is \$1,020,990, higher than the revised cost per ton of VOC eliminated of \$859,864, which was higher than the original cost per ton of \$714,674. These results can be found on the accompanying cost increase analysis sheets. Compared to other commuter parking projects, the project would remain ranked twelfth.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the cost change for Hinsdale Station (Chestnut St) Commuter Parking (TIP ID 08-04-0010), increasing the programmed amount from \$768,000 federal (\$960,000 total) to \$960,000 federal (\$1,200,000 total).**

CTA – Fuel Cell Bus Program (TIP ID 16-95-0039) and Purchase 5 30'-40' Hybrid Electric Buses (TIP ID 16-00-0068)

CTA originally received \$4,600,000 federal (\$5,750,000 total) in FY 1996 and FY 1997 for the fuel cell project. In FY 2000, an additional \$80,000 federal (\$100,000 total) was programmed for related activities. The Project Selection Committee approved transferring the \$80,000 to Express Bus Service for #79 79th Street, #22 Clark Street, #9 Ashland (TIP ID 16-04-0004) in 2003. In June, 2005, the Committee approved using \$134,271 federal remaining in 16-95-0039 to convert the fuel cell buses to ultra low sulfur diesel engines.

The Purchase 5 30'-40' Hybrid Electric Buses project was approved in FY 2001 for \$2,400,000 federal (\$3,000,000 total). In February, 2005 the Committee approved changing the scope to allow funding the incremental cost of purchasing up to 20 hybrid buses. The total incremental cost was \$3,794,500; applying the CMAQ funding left \$794,500 in incremental costs to be funded from other sources.

Since these changes were approved, the CTA has determined that the cost of converting the fuel cell buses to diesel operation is too great. Hence, they are asking that the \$134,271 in federal funds remaining in 16-95-0039 be used to cover part of the \$794,500 in incremental costs of purchasing the hybrid buses.

Since the costs associated with the hybrid buses will not change, the benefits (and hence the ranking) will not change, either. The fuel cell project was a demonstration, so no specific benefits were associated with it.

At this point, the hybrid buses are scheduled for delivery in September; there is thus assurance that the funds will be expended. Increasing the CMAQ funding will not result in the project exceeding an 80% federal share.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the cost changes for Fuel Cell Bus Program (TIP ID 16-95-0039) and Purchase 5 30'-40' Hybrid Electric Buses (TIP ID 16-00-0068), withdrawing \$134,271 federal from 16-95-0039 and increasing the programmed amount for 16-00-0068 from \$2,400,000 federal (\$3,794,500 total) to \$2,534,271 federal (\$3,794,500 total).**

Oak Park – Chicago Ave from Marion St to Ridgeland Ave (TIP ID 04-06-0004)

This signal interconnect was approved in FY 2006 for \$181,840 federal (\$227,300 total). Since this is the fifth major street in the Village to have a signal interconnect, Oak Park is considering a centralized management system. The Village estimates that the management system can be acquired within the existing budget – the construction costs are now expected to be significantly less than originally budgeted.

Although the current CMAQ evaluation methods do not specifically identify benefits for centralized management systems, *Intelligent Transportation Systems Benefits: 2001 Update* cites positive, although minor, benefits from traffic signal operations improvements. Since the cost is not increasing, any improvement would only improve the project's ranking.

Recommendation to the CMAQ Project Selection Committee:

- Consider approving the scope change for Chicago Ave from Marion St to Ridgeland Ave (TIP ID 04-06-0004).

Pace – Lake Cook TMA Mid-Day Shuttle Demonstration (TIP ID 10-02-0005)

This project was approved in 2002 for \$200,000 federal (\$250,000 total) as a demonstration. The intent was to test the feasibility of mid-day shuttle service in the Lake-Cook transportation management area, using two vehicles for a period of eighteen months. The sponsor (Pace, with participation of the TMA of Lake Cook) is requesting that the funds be used to provide additional peak-hour reverse commute service in the corridor. The funds to be used are \$154,281.25 federal.

Since project was originally a demonstration, no emissions benefits were estimated. However, demonstration projects do require an evaluation to determine whether or not similar projects merit funding. CATS staff is working with Pace to finalize this evaluation.

At this time, Pace is working with the TMA of Lake Cook to develop an alternative use for the funds remaining.

Recommendation to the CMAQ Project Selection Committee:

- Postpone consideration of the scope change for the Lake Cook TMA Mid-Day Shuttle Demonstration (TIP ID 10-02-0005).

Mundelein – Mundelein Bicycle Path connecting Noll, Hanrahan, Lions Field & Libertyville Twp (TIP ID 10-04-0002)

This project was approved in 2004 for \$337,776 federal (\$422,220 total). Mundelein has written to say that the estimated cost has gone up due to inflationary factors and a better engineering analysis. They are requesting a cost increase of \$107,072 federal, to a total of \$444,848 federal (\$556,060 total).

The revised project was re-evaluated against other FY 2004 bicycle facility projects. The revised cost per ton of VOC eliminated is \$1,328,768. Compared to other bicycle facility projects, the project would remain ranked seventh.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the cost change for Mundelein Bicycle Path connecting Noll, Hanrahan, Lions Field & Libertyville Twp (TIP ID 10-04-0002), increasing the programmed amount from \$337,776 federal (\$422,220 total) to \$444,848 federal (\$556,060 total).**

Geneva – Third Street Commuter Parking Deck (TIP ID 09-03-0003)

This project was approved in 2003 and 2006 for \$4,200,000 federal (\$7,900,000 total). Geneva had originally planned to build a three-story structure, but reduced it to two stories in anticipation of reduced funding. They have since learned that the project will be for ten fewer spaces than originally planned, although they also will need to provide eight fewer handicap spaces; the net loss is two spaces. This change does not affect the ranking of the project.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the scope change for the Third Street Commuter Parking Deck (TIP ID 09-03-0003).**

CDOT – Lakefront Trail-Navy Pier Flyover (TIP ID 01-01-0009)

This project was approved in 2001 for \$ 2,964,000 federal (\$3,705,000 total). Since that time, the project has been reconsidered. The most recent application for CMAQ funds, in 2006, showed a total cost of \$14,465,500. In addition, the most recent application extended the project limits, so that the Navy Pier flyover would be developed in concert with an upgraded crossing of the Chicago River.

In the 2001 funding cycle the Flyover project ranked first among the bicycle facility proposals at \$51,879/ton VOC eliminated.

Since that time, the analysis procedures have changed significantly. In the 2006 funding cycle, the Flyover project ranked eleventh among bicycle facility proposals at \$3,493,689/ton VOC eliminated. Two proposals for FY 2006 funding ranked higher than the Flyover, but were not funded: CDOT – Barrier-

Free Cycling Chicago: Metal Grate Bridge Safety - Series II, and the Forest Preserve District of Cook County - North Branch Bicycle Trail Extension.

The project is in engineering, with \$880,000 of the funds obligated.

As noted in the request letter, no additional funds are requested at this time, and there is not a FY 2007 application for this project. The change in limits will facilitate the completion of this project.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the scope change for the Lakefront Trail-Navy Pier Flyover (TIP ID 01-01-0009).**

Lake County DOT – Midlothian Road at Winchester Road (TIP ID 10-02-0006)

This project was approved in 2002 for \$1,000,000 federal (\$1,250,000 total) with Mundelein as the sponsor. In 2002, a cost increase of \$200,000 federal was granted. In 2003, sponsorship of the project was transferred to Lake County.

Lake County has written to say that the estimated cost has gone up. They are requesting a cost increase of \$533,600 federal, to a total of \$1,733,600 federal (\$2,167,000 total). These are phase 2 engineering cost estimates; the project is planned for the April 25th letting.

The revised project was re-evaluated against other FY 2002 intersection improvement projects. The revised cost per ton of VOC eliminated is \$845,832. Compared to other intersection improvement projects, the project would fall one rank to fifteenth, below one other approved project. It would not fall below any additional projects that were not funded.

Recommendation to the CMAQ Project Selection Committee:

- **Consider approving the cost change for Midlothian Road at Winchester Road (TIP ID 10-02-0006), increasing the programmed amount from \$1,200,000 federal (\$1,250,000 total) to \$1,733,600 federal (\$2,167,000 total).**

Chicago Area Transportation Study

CMAQ Cost Increase Analysis

TIP ID: **08-04-0010**

Description: **Hinsdale-Hinsdale Station (Chestnut St) Commuter Parking - BNSF**

Ranking Computation

	2005 Award	2005 Scope Change	2005 Cost Change
Tons VOC eliminated	2.9440	1.4895	1.4895
Cost	\$ 2,104,000	\$ 1,280,787	\$ 1,520,787
\$/Ton VOC eliminated	\$ 714,674	\$ 859,864	\$ 1,020,990
Rank	12	12	12

Project Expenses

	Federal Share	Total	Fed %	Basis
2005 Award	\$ 1,160,000	\$ 1,450,000	80.0%	Approved Project
2005 Scope Change	\$ 768,000	\$ 960,000	80.0%	Letter from Village
2005 Cost Change	\$ 960,000	\$ 1,200,000	80.0%	Letter from Village
Increase Amount	\$ 192,000	\$ 240,000		

Note

The 2005 award is for ROW only. Total costs in the ranking computation include construction and engineering.

FY 2005 CMAQ Program

ID	Facility to be Improved	Total \$	Fed \$	\$/Ton Voc	Select
Commuter Parking					
CP11052328	Cary-Cary Station Parking - UPNW	\$ 185,000	\$ 148,000	\$ 70,880	\$ 148,000
CP03052322	Hanover Park-Hanover Park Station Commuter Parking - MDW	\$ 200,000	\$ 160,000	\$ 75,052	
CP13052392	CATS-Rideshare/Carpool Lots at Area Interchanges	\$ 1,750,000	\$ 1,750,000	\$ 226,615	
CP07052346	Riverdale-Ivanhoe Metra Station Kiss 'n Ride Facility	\$ 71,600	\$ 57,300	\$ 243,207	\$ 57,300
CP06052369	Metra-Palos Heights/Worth Commuter Parking Lot	\$ 600,000	\$ 480,000	\$ 282,166	
CP01052372	Metra-103rd and 115th St Station Parking - RID Beverly Branch	\$ 1,000,000	\$ 800,000	\$ 297,351	\$ 800,000
CP01052371	Metra-Ashburn Station Commuter Parking - SWS line	\$ 400,000	\$ 320,000	\$ 328,405	\$ 320,000
CP08052356	Naperville-Naperville Park 'n Ride Lot - 95th and EJ&E	\$ 500,000	\$ 400,000	\$ 381,027	\$ 400,000
CP08052382	West Chicago-West Chicago Commuter Parking Lot - UP-W line and future STAR line	\$ 2,047,000	\$ 1,630,000	\$ 443,084	
CP07052359	Riverdale-Riverdale Station Parking	\$ 709,000	\$ 567,000	\$ 469,082	\$ 567,000
CP06052375	Metra-Metra-Orland Park 143rd Street Station Parking-SWS	\$ 1,500,000	\$ 1,200,000	\$ 683,514	
CP08052323	Hinsdale-Hinsdale Station (Chestnut St) Commuter Parking - BNSF	\$ 1,450,000	\$ 1,160,000	\$ 714,674	\$ 1,160,000
Revised Rank				\$ 1,020,990	
CP01052370	Metra-Grayland station parking - MDN	\$ 340,000	\$ 272,000	\$ 1,116,957	\$ -
CP01052409	CTA-51st/Pulaski Park and Ride	\$ 4,006,639	\$ 3,205,311	\$ 1,126,096	\$ -
CP01052410	CTA-49th/Western Park and Ride	\$ 1,552,649	\$ 1,242,119	\$ 1,361,242	\$ -
CP01052408	CTA-Lawrence/Winthrop Park and Ride	\$ 1,461,024	\$ 1,168,819	\$ 1,372,128	\$ -
CP01052417	CTA-35th/Archer Park and Ride	\$ 1,526,288	\$ 1,221,030	\$ 1,866,480	\$ -
CP01052405	CTA-40th/Indiana Park and Ride	\$ 513,147	\$ 410,517	\$ 3,367,570	\$ -
CP01052416	CTA-Halsted/Archer Park and Ride	\$ 472,090	\$ 377,672	\$ 3,519,750	\$ -
CP10052345	Libertyville-Prairie Crossing Station Parking Expansion - NCS Line	\$ 270,000	\$ 216,000	\$ 4,821,670	\$ -
CP04052343	Maywood-Maywood - Metra Commuter Parking	\$ 348,000	\$ 278,400	No Benefit	\$ -



VILLAGE OF HINSDALE

FOUNDED IN 1873

19 EAST CHICAGO AVENUE
HINSDALE, ILLINOIS 60521-3489 • (630) 789-7000
Village Website: <http://www.villageofhinsdale.org>

VILLAGE PRESIDENT

Michael D. Woerner

TRUSTEES

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Vic Orler

Michael K. Smith

A. Coleman Tuggle

Cindy Williams

POLICE DEPARTMENT 789-7070
FIRE DEPARTMENT 789-7060
121 N. M. SYMONDS DRIVE

December 8, 2005

Mr. Ross Patronsky
Chief of the CMAQ Program
Chicago Area Transportation Study
300 W. Adams
Chicago, IL 60606

RE: Chestnut Street Commuter Parking (CMAQ Project ID CP08052323 TIP ID Number 08-04-0010)

Dear Mr. Patronsky:

In December 2004, the Village of Hinsdale was awarded a CMAQ grant in the amount of \$1,160,000 (federal share) for acquisition of property to construct the Chestnut Street Commuter Parking Lot with an estimated 168 parking spaces. In September, 2005, the Village requested a scope change to the project as the owner of the parcel sold off the western portion of the lot at a price of over \$67 per square foot. The Village has reached terms with the owner for the eastern portion of the lot at a price of \$55 per square foot for a total of \$1,320,440 (24,008 x 55). This parcel is closer to the Metra Station and would provide for 80 to 90 parking spaces subject to final design. This morning the Village met with Metra representatives who have advised the Village to contact you to request a second change of scope for the project. I request that the change of scope be considered at your next available meeting. The Village is in the process of obtaining an updated appraisal and will submit it to you as soon as it is completed.

Please let me know if any additional information is needed to consider a change of scope for the project. At your convenience, please contact me by phone at (630) 789-7013, by fax at (630) 789-7015 or via e-mail at dcook@villageofhinsdale.org to discuss.

Sincerely,

David C. Cook
Interim Village Manager

cc: Jack Groner, Metra
James Peffer, Metra
Demetri Skoufis, Metra





MaROUS & COMPANY

January 18, 2006

Village of Hinsdale
19 East Chicago Avenue
Hinsdale, Illinois 60521

Attention: Mr. David C. Cook , Interim Village Manager

Subject: 24,008-square-foot Parcel
South Side of Chestnut Street
East of Vine Street
Hinsdale, Illinois 60521
PINs 09-12-109-021 through -023

Dear Mr. Cook:

In accordance with your request, the 24,008-square-foot parcel located on the south side of Chestnut Street east of Vine Street in Hinsdale, Illinois, has been inspected and appraised. This complete summary appraisal report has been prepared specifically for the use of the Village of Hinsdale.

MaRous and Company previously prepared a summary appraisal report dated August 9, 2005, with a July 22, 2005, date of value, estimating the values of the 48,950-square-foot parcel of which the subject property was considered to be a part (PINs 09-12-109-017 through -023), of the 24,942-square-foot parcel lying west adjacent to the subject property (PINs 09-12-107-017 through -020), and of the 24,008-square-foot subject property (PINs 09-12-109-021 through -023).

The purpose of this appraisal is to estimate the market value of the subject property as of December 30, 2005, for acquisition purposes. The entire fee simple interest in the property is being appraised.

This document is considered to conform to complete summary appraisal report requirements under Standard Rule 2-2 (b) of the Uniform Standards of Professional Appraisal Practice (USPAP). The opinion of value was developed using a complete appraisal process as defined by USPAP, and no departures from Standard 1 were invoked. Only the sales comparison approach to value has been utilized because the subject property consists of vacant land. Therefore, the cost and income capitalization approaches are not considered relevant. This summary appraisal report is a brief recapitulation of the appraisal data, analyses, and conclusions. Supporting documentation is retained in MaRous and Company office files.

Based upon a plat of subdivision prepared by Area Survey Company and last revised August 30, 2001, and upon a plan of existing site conditions prepared by Seton Engineering and last revised October 4, 2001, the irregular-shaped site has approximately 350 feet of frontage on the south side of Chestnut Street extending east from the center line of Vine Street on the periphery of Hinsdale's central business district. Although neither plan indicates a total site size, based upon information obtained from the Downers Grove Township Assessor's office, the site contains 24,008 square feet. We have not been able to accurately and independently calculate the size of the site based upon its very irregular shape.

Mr. David C. Cook
South Side of Chestnut Street East of Vine Street
January 18, 2006

Therefore, the value estimate is subject to review of a certified plat of survey indicating the total site size. We reserve the right to adjust the estimated value accordingly.

The subject property lies north adjacent to the Burlington Northern Santa Fe railroad right-of-way and slopes downward from the railroad right-of-way to Chestnut Street with elevations ranging from approximately 695 to 691 feet according to the Seton Engineering plan of existing site conditions. Based upon the inspection of the subject property, it appears that some grading may have been done subsequent to the date of this plan. The site has depths varying from 60.29 feet at the west border to 73 feet at the east border. Retaining walls have been constructed along a portion of the subject property's south border adjacent to the railroad right-of-way. The site is zoned B-3, General Business District, by the Village of Hinsdale. Uses in the immediate area in addition to the railroad right-of-way include commercial, office, and residential.

According to Flood Insurance Rate Map, Community Panel Number 170105 0004 B, dated January 16, 1981, the subject property is located in a Zone A, an area of 100-year flood. However according to Daniel Schoenberg, Director of Public Services of the Village of Hinsdale, a letter of map amendment was obtained in approximately 1986 amending the subject property's classification to Zone B, and this classification is utilized for flood insurance purposes. For permitting purposes, the subject property is considered to be located in a Zone X, an area outside the 500-year flood, pursuant to Flood Insurance Rate Map, Community Panel Number 17043C0903H, dated December 16, 2004.

In view of the following facts and data connected with this appraisal, the market value of the fee simple interest in the subject property as of December 30, 2005, is:

ONE MILLION TWO HUNDRED THOUSAND DOLLARS

(\$1,200,000)

This value estimate is subject to review of a certified plat of survey indicating the total site size. We reserve the right to adjust the estimated value accordingly. Additionally, this value estimate is contingent upon the estimated exposure time of 6 to 9 months. It is a gross value and no allowance was made for brokerage commissions or costs of utilities, real estate taxes, or other carrying costs during the marketing period.

MaRous and Company has received and has relied upon verbal and written communications and documents regarding the subject property in the preparation of this summary appraisal report. If additional information about the subject property is received or becomes known, MaRous and Company reserves the right to determine whether this information has a substantive impact on the valuation of the subject property and to adjust values accordingly.

Mr. David C. Cook
South Side of Chestnut Street East of Vine Street
January 18, 2006

This letter of transmittal is personally signed and is attached to and accompanies a summary appraisal report. Any use of this letter of transmittal without the accompanying summary appraisal report and the original signature invalidates the certificate of appraisal and may result in misleading value conclusions.

Respectfully submitted,

MaRous & Company



Debra S. Oswald
Illinois Certified Associate - #157.0002518 (9/07 expiration)



Michael S. MaRous, MAI, CRE
Illinois Certified General - #153.0000141 (9/07 expiration)



567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
www.transitchicago.com

December 4, 2005

RECEIVED

DEC 08 2005

C.A.T.S.

Mr. Don Kopec
Associate Executive Director
Chicago Area Transportation Study
300 W. Adams Street
Chicago, IL 60606

Attn: Mr. Ross Patronsky

Re: Fuel Cell Bus Demonstration Project⁹⁵
CMAQ TIP # 16-00-0039
CTA Project # 201.004 (10460)

Dear Mr. Kopec:

The CTA hereby requests that the balance of \$134,271⁹⁵ remaining in the CMAQ funded Fuel Cell Bus Demonstration project (TIP 16-00-0039) be transferred to the Purchase Up to 20 Hybrid Electric Buses project (TIP 16-00-0068).

CTA is now in the process of purchasing up to ten Parallel Hybrid buses and ten Series Hybrid buses with its conventional transit bus order. CMAQ project Purchase Up to 20 Hybrid Electric buses (TIP 16-00-0068) is providing for the incremental cost difference to purchase the new hybrid buses (see attached). The additional transfer of funds in the amount of \$134,271 will provide much need funding for the purchase of hybrid buses.

The CTA previously asked in a letter dated March 7, 2005 (see attached) that the balance of funds in the Fuel Cell Bus Demonstration project (TIP 16-00-0039) be used to convert three fuel cell demonstration buses into Ultra Low Sulfur Diesel buses with EGR engines. Bus Engineering staff received bids back on this project and the cost of conversion exceeds the differential purchase price of a brand new hybrid bus. CTA is not proceeding with the conversion due to the extensive cost.

If you have any questions concerning this information please contact me at (312) 681-3450 or Mike Connelly at (312) 681-3452

Sincerely,

Paul F. Fish
Vice President
Capital Investment



50-6-8795

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
www.transitchicago.com

December 9, 2004

Mr. Don Kopec
Associate Executive Director
Chicago Area Transportation Study
300 W. Adams Street
Chicago, IL 60606

Attn: Mr. Ross Patronsky

Re: Scope Revision
CMAQ Project # 16-00-0068

Dear Mr. Kopec:

On March 16, 2000 the Chicago Transit Authority submitted the Authority's FY 2001 Congestion Mitigation and Air Quality Proposals. One of the projects submitted was entitled: *Purchase of Up to Ten 30' to 40' Hybrid Electric Buses*. The Chicago Transit Authority hereby requests that the Chicago Area Transportation Study revise the scope of that project.

The original scope of the project proposed the purchase of up to ten 30' to 40' hybrid electric buses to test promising low emissions technology. The proposed scope change will allow for the purchase of up to twenty hybrid buses, ten Parallel Hybrid buses and ten Series Hybrid buses. This change increases the number of hybrids being purchased and, in turn, maximizes the use of the CMAQ funds to reduce engine emissions. CMAQ project #16-00-0068 and additional Capital funds will provide for the incremental cost difference of purchasing a standard diesel bus verses purchasing a hybrid bus.

These two types of hybrid buses will allow for a side-by-side comparison to determine which one is best suited for the CTA's service area needs. Both types of hybrids, Parallel and Series, are being developed for transit service by separate companies. While each company states that their hybrid is ideal for transit service, no side-by-side comparison using the same bus chassis has been done to date.

The revised project scope allows the CTA to combine the purchase of the hybrids with a substantial order of conventional transit buses, thereby taking advantage of the economies of scale associated with large quantity purchase. The purchase of the additional buses also increases the sample size for each type of hybrid, which increases the validity of the side-by-side comparison the CTA intends to undertake.

Mr. Don Kopec
 Chicago Area Transportation Study
 Page 2 of 2

Standard Bus Cost	341,069			
Type of Bus	Cost of Hybrid Bus	Incremental Cost Difference	# Of Buses	Total Cost
Series Bus Cost	528,861	187,792	10	1,877,920
Parallel Bus Cost	532,727	191,658	10	1,916,580
				3,794,500
			CMAQ from #16-00-0068	(3,000,000)
			Other Capital Funding	794,500

If you have any questions concerning this information please contact me at (312) 681-3450 or Mike Connelly at (312) 681-3452

Sincerely,



Paul F. Fish
 Vice President
 Capital Investment

- CC:
- D. Simmons
 - M. Connelly
 - E. Payne
 - T. Kohler
 - J. Gebis
 - T. Reynolds
 - K. Higgins
 - R. Kurek
 - J. Reintz
 - L. Fedak



CHICAGO AREA TRANSPORTATION STUDY 300 West Adams Street Chicago, Illinois 60606 (312) 793-3456 Fax (312) 793-3481

April 27, 2005

Mr. Paul Fish
Vice President, Capital Investment
Chicago Transit Authority
567 West Lake Street
Chicago, IL 60661-1498

Dear Mr. Fish:

Subject: CTA -- Purchase up to 15 Hybrid Electric Buses (TIP ID 16-00-0068)

The CMAQ Project Selection Committee has approved your request for a scope change for the subject project. The number of buses to be purchased has been increased to 20 (partial funding for each bus). The maximum federal CMAQ participation in the project remains \$2,400,000, including funds already obligated. The approved CMAQ-funded activity remains implementation.

Please note that the demonstration evaluation required for this project should include all 20 buses.

If you have questions about this, please call me at (312) 793-3474.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ross Patrosky', written over a horizontal line.

Ross Patrosky
Chief of the CMAQ Program

RECEIVED

MAY 2 - 2005

General Manager
Capital Grants

cc: David Simmons, Chicago Transit Authority
Michael Connelly, Chicago Transit Authority
Laura Fedak, Chicago Transit Authority
Neil Ferrari, IDOT Division of Public and Intermodal Transportation
Shirley Cowles, IDOT Program Management

POLICY COMMITTEE: TIMOTHY W. MARTIN-CHAIRMAN, Secretary, Illinois Department of Transportation, MIGUEL d'ESCOTO-VICE CHAIRMAN, Commissioner, Department of Transportation, Representing City of Chicago; PAULA THIBEAULT, Executive Director, Representing Regional Transportation Authority; RAE RUPP SRCH, Commissioner, Representing Northeastern Illinois Planning Commission; JEFFERY SCHIELKE, Mayor, City of Batavia, Representing Council of Mayors; JAMES ELDRIDGE, JR., Chief Administrative Officer, Representing Cook County; TOM CUCULICH, Director of Economic Development & Transportation Planning, Representing DuPage County; KAREN McCONAUGHAY, County Board Chairman, Kane County; SUZI SCHMIDT, County Board Chairman, Lake County; KENNETH D. KOEHLER, County Board Chairman, McHenry County; SHELDON LATZ, County Engineer, Representing Will County; FRANK KRUESL, President, Representing Chicago Transit Authority; MICHAEL W. PAYETTE, Vice President, Union Pacific Railroad, Representing Class I Railroad Companies; JEFFREY R. LADD, Chairman, Commuter Rail Board-Metra; JOHN D. RITA, South Suburban Mass Transit District, Representing Mass Transit Districts; JOHN McCARTHY, President, Continental Air Transport, Representing Private Transportation Providers; JOHN J. CASE, Chairman, Representing Suburban Bus Board-Pace; LEANNE P. REDDEN, Chief of Planning, Representing Illinois State Toll Highway Authority; NORMAN R. STONER, Division Administrator, Representing Federal Highway Administration; JOEL P. ETTINGER, Regional Administrator, Representing Federal Transit Administration; DONALD KOPEC-SECRETARY, Acting Executive Director, Chicago Area Transportation Study.



567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
www.transitchicago.com

March 7, 2005

Mr. Don Kopec
Associate Executive Director
Chicago Area Transportation Study
300 W. Adams Street
Chicago, IL 60606

Attn: Mr. Ross Patronskey

Re: Fuel Cell Bus Demonstration Project
CMAQ TIP # 16-00-0039
CTA Project # 201.004 (10460)

Dear Mr. Kopec:

The CTA hereby requests that the Fuel Cell Bus Demonstration CMAQ project be kept open. The remaining funds in this project to be spent are in the amount of \$134,271. The Bus Engineering department will use the remaining funds to convert three fuel cell demonstration buses into Ultra Low Sulfur Diesel buses with EGR engines and return them into revenue service.

The CTA has already allocated funds to this conversion project out of TIP # 16-97-0009, Perform Bus Mid-Life Overhaul and Upgrade Activities (18753). The additional \$134,271 will increase the amount of available funding to accomplish this project. The use of this funding for conversion is considered to be within the scope of the Fuel Bus Demonstration Project. The three converted buses will be part of the 5300 Series bus replacement project.

If you have any questions concerning this information please contact me at (312) 681-3450 or Mike Connelly at (312) 681-3452

Sincerely,

Paul F. Fish
Vice President
Capital Investment

CC: D. Simmons ^{DS} J. Gebis
M. Connelly T. Reynolds
T. Kohler K. Higgins
L. Fadel



CHICAGO AREA TRANSPORTATION STUDY 300 West Adams Street Chicago, Illinois 60606 (312) 793-3456 Fax (312) 793-3481

July 21, 2005

Paul Fish
Vice President, Capital Investment
Chicago Transit Authority
567 W. Lake St., PO Box 7062
Chicago, IL 60680-7568

Dear Mr. Fish:

Subject: Fuel Cell Bus Program project (TIP ID 16-95-0039)

The CMAQ Project Selection Committee has approved your request for a scope change for the subject project. The project's remaining funds in the amount of \$134,271 (federal) are for the conversion of three of the fuel cell buses to Ultra Low Sulfur Diesel buses with EGR engines.

If you have questions about this, please call me at (312) 793-3474.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ross Patrosky', written over a horizontal line.

Ross Patrosky
Chief of the CMAQ Program

cc: Neil Ferrari, IDOT Division of Public and Intermodal Transportation
Shirley Cowles, IDOT Program Management
Laura Fedak, Chicago Transit Authority

POLICY COMMITTEE: TIMOTHY W. MARTIN-CHAIRMAN, Secretary, Illinois Department of Transportation; MIGUEL d'ESCOTO-VICE CHAIRMAN, Commissioner, Department of Transportation, Representing City of Chicago; PAULA THIBEAULT, Executive Director, Representing Regional Transportation Authority; RAE RUPP SRCH, Commissioner, Representing Northeastern Illinois Planning Commission; JEFFERY SCHIELKE, Mayor, City of Batavia, Representing Council of Mayors; JAMES ELDRIDGE, JR., Chief Administrative Officer, Representing Cook County; TOM CCULICH, Director of Economic Development & Transportation Planning, Representing DuPage County; KAREN McCONNAUGHAY, County Board Chairman, Kane County; SUZI SCHMIDT, County Board Chairman, Lake County; KENNETH D. KOEHLER, County Board Chairman, McHenry County; SHELDON LATZ, County Engineer, Representing Will County; FRANK KRUESI, President, Representing Chicago Transit Authority; MICHAEL W. PAYETTE, Vice President, Union Pacific Railroad, Representing Class I Railroad Companies; JEFFREY R. LADD, Chairman, Commuter Rail Board-Metra; JOHN D. RITA, South Suburban Mass Transit District, Representing Mass Transit Districts; JOHN McCARTHY, President, Continental Air Transport, Representing Private Transportation Providers; JOHN J. CASE, Chairman, Representing Suburban Bus Board-Pace; LEANNE P. REDDEN, Chief of Planning, Representing Illinois State Toll Highway Authority; NORMAN R. STONER, Division Administrator, Representing Federal Highway Administration; JOEL P. ETINGER, Regional Administrator, Representing Federal Transit Administration; DONALD KOPEC-SECRETARY, Acting Executive Director, Chicago Area Transportation Study.



The Village of Oak Park
Village Hall
123 Madison Street
Oak Park, Illinois 60302-4272

708.383.6400
Fax 708.383.6692
TTY 708.383.0048
village@vil.oak-park.il.us

January 25, 2006

Mr. Ross Patronskey
Chief of the CMAQ Program
Chicago Area Transportation Study
233 South Wacker, Suite 800
Chicago, Illinois 60606

RECEIVED

JAN 30 2006

C.A.T.S.

RE: Chicago Avenue CMAQ Project, Request for Scope Change

Dear Mr. Patronskey:

This letter is in follow up to our recent conversation concerning purchasing a Centralized Management System for the Village's traffic signal interconnect network under the recently approved Chicago Avenue CMAQ Project.

The Village, together with our consultants; Strand Associates, met with IDOT to kick off this project. The Chicago Avenue Interconnect Project adds a fifth major street into the Village of Oak Parks traffic signal system. In our preliminary design discussions we have looked at various ways to link this street into the existing network of major streets. We have found the best way to do this, by far and away, is to bring the entire network under a centralized traffic signal management system. We first started looking into doing this when we began construction of the Madison Street Interconnect Project, which is currently underway and is our fourth major street to be interconnected. At our meeting with IDOT, the issue concerning the addition of the Centralized Management System was brought up. They understood the idea and suggested we bring this to you for direction.

Since the original project scope did not include the Centralized Management System, the Village is requesting this be added to the scope of work. Based on our current estimates, the cost for the overall project will not exceed the budget established for this project. The Centralized Management System is estimated at \$125,000 and the construction costs for the interconnect on Chicago Avenue is estimated at \$100,000, bringing the total to \$225,000. The Village will cover any additional costs for engineering as well as costs over the original budget on this project.

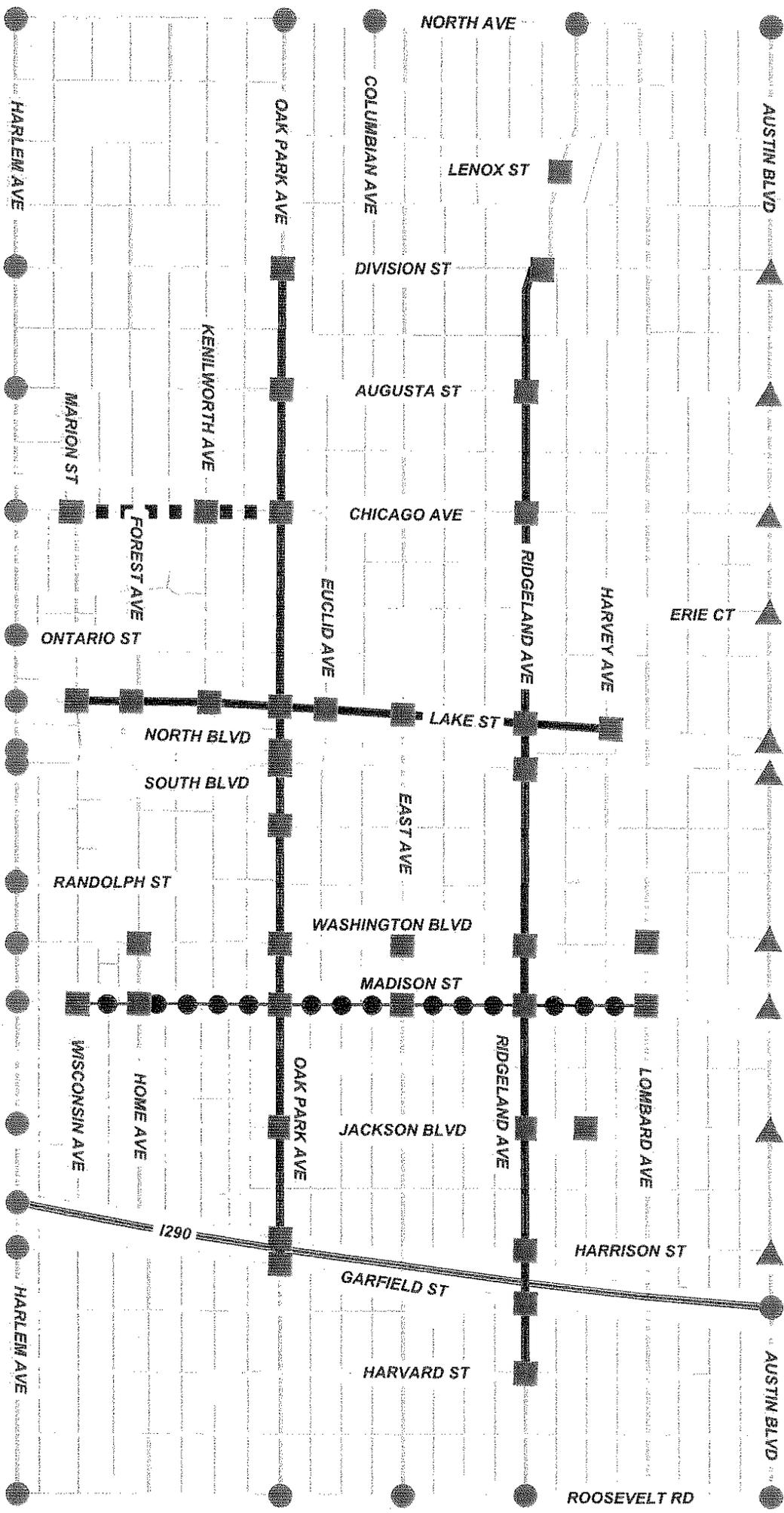
Attached is a map of the Village's traffic signal network, which should help you to understand the issue. All of the 40 traffic signals owned and maintained by the Village are equipped with Econolite ASC Controllers. This would mean that the Centralized Management System would be Econolite as well. Fortunately, Econolite has recently added a smaller version of their Centralized Management System software to their products array making this project feasible

from a cost stand point. Having our traffic signal system controlled by a Centralized Management System would mean that 35 (87.5%) of the 40 traffic signals in the Village would be linked into one network. This would allow for much greater flexibility in improving travel throughout the Village of Oak Park.

Thank you for your assistance in the matter. Should you need any additional information please feel free to contact me at 708-358-5722 or by e-mail at budrick@oak-park.us.

A handwritten signature in black ink, appearing to read 'Jim Budrick', with a stylized, cursive script.

Sincerely,
Jim Budrick
Village Engineer



Legend

Signalized Intersections

Owner

- OAK PARK (40 each)
- ▲ CITY OF CHICAGO (10 each)
- IDOT (24 each)

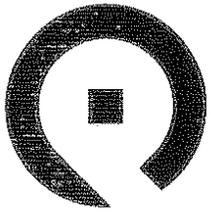
Interconnection

Status

- EXISTING
- - - UNDER CONSTRUCTION
- ⋯ PROPOSED

Traffic Signal System Map
in the Village of Oak Park
as of January 2006

	Engineering Division	Created By: M. Koozemid
		Created On: Jan 10, 2006
Building Answers To Your Questions		Printed On: Jan 10, 2006 Filename: Traffic Signal System Map 20060110.mxd



pace

A Fresh Approach To Public Transportation

Thomas J. Ross
Executive Director

February 9, 2006

Mr. Ross Patronskey
Chief of the CMAQ Program
Chicago Area Transportation Study
233 S Wacker Drive Ste 800
Chicago, Illinois 60606

Re: Transfer of CMAQ funds

Dear Mr. Patronskey:

Pace is requesting the transfer of \$154,281.25 in CMAQ funds (Grant 10-02-0005) previously allocated to route 641 to proposed route 627. Route 641 Lake Cook Midday service began in October, 2004 and provided service between Discover Financial Services in Riverwoods, Lake Cook Road Metra Station and Braeside Metra Station. Funding for the service was provided through the CMAQ Grant, the TMA of Lake Cook, and Discover Financial Services. Productivity for the first Quarter of 2005 was 3.6 compared to the minimum standard of 12.0. Subsidy per rider was \$26.18 compared to the minimum standard of \$5.00. Farebox recovery ratio was 1%. The TMA and Discover Financial requested the route be discontinued due to poor performance. Route 641 was discontinued on October 21, 2005.

Proposed route 627 would provide weekday service for reverse commuters traveling between Deerfield and Lake Forest Metra Stations on the Milwaukee North Line and Conway Park. It would operate two A.M. peak and two P.M. peak trips on weekdays. Route 627 will benefit reverse commuters in three ways. First, the greater number of trains operated on the Milwaukee North line will fill the P.M. reverse commute gap that exists from current shuttles (Route 574 & Route 625) that serve the Union Pacific North line. Second, Route 627 could abate crowding problems on Route 574. Third, Route 627 will make Conway Park accessible by public transportation for people living adjacent to the Milwaukee North line.

Pace believes this new route would bridge the current service gaps in addition serve Conway Park which is currently inaccessible to transit service. Should you have any questions feel free to call me at 847-228-4249.

Sincerely,

Lorraine Snorden
Department Manager, Planning Services

Chicago Area Transportation Study

CMAQ Cost Increase Analysis

TIP ID: **10-04-0002**

Description: **Mundelein Bicycle Path connecting Noll, Hanrahan, Lions Field & Libertyville Twp**

Ranking Computation

	2004 Award	2006 Increase
Tons VOC eliminated	0.4185	0.4185
Cost	\$ 422,220	\$ 556,060
\$/Ton VOC eliminated	\$ 1,008,940	\$ 1,328,764
Rank		

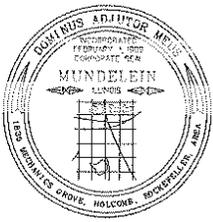
Project Expenses

	Federal Share	Total	Fed %	Basis
2004 Award	\$ 337,776	\$ 422,220	80.0%	Approved Project
2006 Increase	\$ 444,848	\$ 556,060	80.0%	Letter from Mundelein
Increase Amount	\$ 107,072	\$ 133,840		

Note

FY 2004 CMAQ Program

ID	Facility to be Improved	Total \$	Fed \$	\$/Ton Voc	Select
Bicycle Facility					
BP02040897	On-Street Bicycle Network	\$ 456,450	\$ 365,160	\$ 51,419	\$ 365,160
BP01041166	Millennium Park Access Route	\$ 200,000	\$ 160,000	\$ 255,846	\$ 160,000
BP07040953	Western Ave Bike Trail Addition	\$ 96,000	\$ 76,800	\$ 490,144	\$ 76,800
BP06040940	86th Ave Multiuse Path	\$ 85,950	\$ 68,760	\$ 497,747	\$ 68,760
BP13040882	Salt Creek Greenway Trail	\$ 1,438,000	\$ 1,000,000	\$ 654,663	
BP08041036	Eastern Corridor Bikeway	\$ 499,000	\$ 399,000	\$ 772,543	\$ 399,000
BP10040820	Bike Path Connecting Various Parks	\$ 422,220	\$ 337,776	\$ 1,008,940	\$ 337,776
revised rank				\$	1,328,764
BP07040947	203rd St Bikeway	\$ 131,500	\$ 105,200	\$ 1,446,702	\$ 105,200
BP08040920	Great Western Trail Bridges	\$ 2,063,000	\$ 1,650,000	\$ 1,501,586	
BP03040867	Rodenburg Road Bikeway	\$ 365,800	\$ 291,000	\$ 1,842,263	
BP03040853	IL 19/Irving Park Rd Bike Path	\$ 784,000	\$ 627,200	\$ 2,113,967	
BP11040902	Cary/Algonquin Rd Bikeway	\$ 426,000	\$ 341,000	\$ 2,663,566	
BP11040934	Prairie Trail Extension - Stage 1	\$ 1,145,000	\$ 916,000	\$ 2,798,236	
BP08041194	IL 56/Butterfield Rd from Naperville Rd to IL 59	\$ 900,000	\$ 720,000	\$ 2,831,599	
BP01041159	Valley Line Bike Trail	\$ 1,185,000	\$ 948,000	\$ 3,311,552	\$ 948,000
BP01041161	35th St Bicycle-Pedestrian Bridge	\$ 3,354,000	\$ 2,683,200	\$ 3,490,780	\$ 1,700,000
BP01041162	41st St Bicycle-Pedestrian Bridge	\$ 3,333,000	\$ 2,607,200	\$ 3,907,411	
BP03040859	Martingale Rd Bike Path	\$ 1,201,500	\$ 961,160	\$ 4,324,391	
BP10040990	Cemetery Rd Bikepath	\$ 505,000	\$ 404,000	\$ 4,778,624	
BP12040943	Homer Glen Community Bike Trail	\$ 777,600	\$ 622,000	\$ 4,893,811	
BP08040888	IL 59 and IL 56/Butterfield Rd Bike Paths	\$ 825,000	\$ 660,000	\$ 5,021,324	
BP02040840	Union Pacific RR ROW Bike Path	\$ 2,943,610	\$ 2,354,888	\$ 6,623,204	
BP06040873	Bicycle Bridge under US 45/LaGrange Rd South of Park Place Mall	\$ 602,000	\$ 482,000	\$ 6,626,966	
BP08041111	DuPage River Trail Bike Path-Segment 4	\$ 795,000	\$ 636,000	\$ 6,647,632	
BP09041023	Bikepath along Orchard from Jericho to US 30	\$ 400,000	\$ 320,000	\$ 7,605,161	
BP11040998	Bikepath along McConnell Rd and Washburn St	\$ 225,000	\$ 180,000	\$ 7,644,981	
BP11040973	IL 31 Shared Use Facility from Main St to Cary Park District	\$ 318,000	\$ 254,000	\$ 7,942,871	
BP09040913	Ruby Bikeway from Orchard Rd to Lincolnway	\$ 769,000	\$ 615,200	\$ 7,980,350	
BP07040809	Environmental Trail from 187th St to Flossmoor Rd and Cicero to I-57	\$ 651,700	\$ 521,300	\$ 8,532,214	
BP12040828	Pfeiffer Rd South Bicycle Path	\$ 180,000	\$ 144,000	\$ 10,267,216	
BP10041024	North Shore Bike Path Bridge	\$ 1,270,000	\$ 1,016,000	\$ 12,529,013	
BP09041027	Bike/Ped Underpass at Randall Rd	\$ 900,000	\$ 500,000	\$ 16,059,329	
BP09041021	Bike/Ped Bridge over Mill Creek at Fabyan Pkwy	\$ 375,000	\$ 300,000	\$ 19,257,302	
BP06040876	Bicycle Bridge over US 45/LaGrange Rd North of 143rd St	\$ 1,642,000	\$ 1,314,000	\$ 35,728,924	



VILLAGE OF MUNDELEIN

Kenneth H. Kessler, Mayor

Esmie Dahlstrom, Clerk

440 East Hawley Street
Mundelein, IL 60060
www.mundelein-il.org

Telephone: (847) 949-3200
Fax: (847) 949-0143
info@mundelein-il.org

February 16, 2006

Mr. Ross Patronsky
Chief of CMAQ Program
Chicago Area Transportation Study
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

RE: Village of Mundelein
Request for increase in CMAQ Funds
TIP ID Number 10-04-0002

Dear Mr. Patronsky:

The Village of Mundelein is requesting additional CMAQ funds in the amount of **\$107,072** for the completion of the referenced project. In January of 2003, the Village applied for CMAQ funds for the Engineering and construction of the above referenced Bike Path, and received approval of CMAQ funds in the amount of \$337,776 for fiscal year 2004. The estimate of cost for Engineering and Construction at the time of the application was \$422,220, and the approved federal share of the cost was \$337,776. Since then, the cost of the project has increased substantially due to above average inflation in the construction industry, higher fuel costs, and the estimate for engineering, and construction being very preliminary at the time of the submittal. The Phase 1 Engineering for the project has been completed, and we are in the process of starting the Phase II Engineering. We are anticipating a January 19, 2007 bid opening and start of construction of the Bike Path in April of 2007. **The revised Estimate of Cost is \$556,060** (original and the revised cost estimates included herewith.)

Due to the budgetary constraints, it will be very difficult for the Village to construct the Bike Path on schedule without additional CMAQ funds as requested. We are hoping for a favorable response to our request, hence enabling us to move forward with the completion of the project in a timely manner

If you require additional information, please contact me.

Sincerely,

Michael A. Flynn
Assistant Village Administrator

cc: Honorable Kenneth H. Kessler, Mayor, Village of Mundelein
William Emmerich, P.E, Village Engineer, Village of Mundelein
Christopher J. Holt, P.E, IDOT Region 1, Bureau Chief of Local Roads and Streets
Chad Riddle, P.E., IDOT Region 1, Bureau of Local Roads and Streets
Gary Rozwadowski, P.E, Smith Engineering Consultants, Inc.
Akram Chaudhry, P.E., Smith Engineering Consultants, Inc.

RECEIVED

FEB 22 2006

C.A.T.S.

SEAVY BIKE PATH
Village of Mundelein

February 15, 2006

Original Project Costs per January 30, 2003 CMAQ Application

Revised Opinion of Probable Cost	Total	CMAQ (80%)	Village of Mundelein (20%)
Phase I Engineering	\$17,593	\$14,074	\$3,519
Phase II Engineering	\$17,593	\$14,074	\$3,519
Construction	\$351,850	\$281,480	\$70,370
Phase III Engineering & Material Testing	\$35,184	\$28,147	\$7,037
Total	\$422,220	\$337,776	\$84,444

Revised Project Costs

Task	Total	CMAQ (80%)	Village of Mundelein (20%)
Phase I Engineering (Actual Cost)	\$34,573	\$27,658	\$6,915
Phase II Engineering (Approved IDOT Contract)	\$39,887	\$31,910	\$7,977
Construction	\$430,000	\$344,000	\$86,000
Phase III Engineering & Material Testing (12%)	\$51,600	\$41,280	\$10,320
Total	\$556,060	\$444,848	\$111,212
Request for Additional CMAQ Funds		\$107,072	

Revised Opinion of Probable Cost

Pay Item	Unit	Price/Unit	QTY	Total Price
Bituminous Concrete Surface Course, 1.5"	Ton	\$46.00	1475.0	\$67,850.00
Bituminous Concrete Binder Course, 1.75"	Ton	\$43.00	225.0	\$9,675.00
Aggregate Base Course 6"	Sq Yd	\$8.50	2250.0	\$19,125.00
Bituminous Base Course Superpave, 10"	Sq Yd	\$50.00	46.0	\$2,300.00
Bituminous Surface Removal, 1.5"	Sq Yd	\$3.00	14875.0	\$44,625.00
Removal of Unsuitable Material	Cu Yd	\$20.00	620.0	\$12,400.00
Earth Embankment	Cu Yd	\$20.00	70.0	\$1,400.00
Topsoil Furnish and Place, 4"	Sq Yd	\$2.50	2250.0	\$5,625.00
Thermoplastic Pavement Marking, Line 4"	Lin Ft	\$0.50	9721.0	\$4,860.50
Thermoplastic Pavement Marking, Line 12"	Lin Ft	\$1.20	97.0	\$116.40
Thermoplastic Pavement Marking, Line 24"	Lin Ft	\$2.40	51.0	\$122.40
Bike Safe Grating - Inlet	Each	\$300.00	16.0	\$4,800.00
Bike Safe Grating - Catch Basin	Each	\$300.00	12.0	\$3,600.00
Sign Panel, Type 1	Sq Ft	\$30.00	4.5	\$135.00
Metal Post, Type A	Lin Ft	\$16.00	24.0	\$384.00
Curb and Gutter Removal and Replacement	Lin Ft	\$22.00	600.0	\$13,200.00
Remove and Replace Existing Bike Path (used for haul road)	Sq Yd	\$24.00	750.0	\$18,000.00
Removal and disposal of existing vegetation	Sq Yd	\$5.00	1100.0	\$5,500.00
Remove Existing Mast Arm	Each	\$1,000.00	1.0	\$1,000.00
Handhole	Each	\$1,200.00	1.0	\$1,200.00
Concrete Foundation Type E	Foot	\$150.00	4.0	\$600.00
Loop detectors	Foot	\$14.00	150.0	\$2,100.00
Signal Heads to be Removed and Replaced	Each	\$200.00	2.0	\$400.00
Conduit, 4" Diameter Galvanized Steel Pushed	Foot	\$14.00	50.0	\$700.00
Conduit, 2" Diameter Galvanized Steel, trenched	Foot	\$6.25	10.0	\$62.50
Electric Cable in Conduit, Signal NO. 14 3C	Foot	\$1.00	200.0	\$200.00
Electric Cable in Conduit, Signal NO. 14 5C	Foot	\$1.15	200.0	\$230.00
Electric Cable in Conduit, Signal NO. 14 7C	Foot	\$1.25	200.0	\$250.00
Combination Mast Arm Assembly & Pole	Each	\$7,500.00	1.0	\$7,500.00
Temporary Traffic Signal Installation	Lump Sum	\$30,000.00	1.0	\$30,000.00
Maintenance of Existing Traffic Signal	Lump Sum	\$900.00	1.0	\$900.00
Prefab-Pony Truss with Concrete Deck (In Place)	each	\$132,000.00	1.0	\$132,000.00
TOTAL IMPROVEMENTS =				\$390,860.80
10% CONTINGENCY =				\$39,086.08
TOTAL =				\$430,000.00

Phase I Engineering (Completed)	\$34,573.00
Phase II Engineering (Approved IDOT Contract)	\$39,887.00
Phase III Engineering & Material Testing- 12%	\$51,600.00

TOTAL \$556,060.00

Note: Phase I Engineering has been completed.
Phase II Engineering contract has been approved by IDOT.



RECEIVED

FEB 23 2006

C.A.T.S.

February 17, 2006

Mr. Ross Patronsky
Chief of the CMAQ Program
Chicago Area Transportation Study
300 West Adams Street
Chicago, IL 60606

Subject: Geneva Third Street Commuter Parking Deck (CMAQ TIP ID Number 09-03-0003)

Dear Mr. Patronsky:

Pursuant to our conversation earlier this week, I am writing to request a scope change on our above-referenced grant for our commuter parking deck. Specifically, there is a loss of ten parking spaces as a result of a previous commitment the City had to provide those spaces in the deck to the private property owner who we originally swapped property. That property owner, Shodeen, Inc. retained a portion of the property on Third Street that the parking deck will be adjacent to. I apologize for my oversight in not bringing this to your attention sooner

However, on a positive note, we learned in a design review with Metra this week that we do not need to have eight handi-capped spaces in the deck and really only need one or two. This is because Metra officials prefer those spaces better situated on the west side of Third Street closer to the train station. As such, if we maintain two, we can add back eight spaces in the lot. On that basis, the net loss is only two spaces. The adjusted count would then be 324 spaces in the deck. I have enclosed an updated Project Description that reflects this revised count.

Thanks for your consideration of this matter. Please contact me if you have any questions or if further information is required. Thank you.

Sincerely,



Philip J. Page
City Administrator

- c. Mayor Kevin R. Burns
Mr. Pat McAtee, Department Head, Real Estate and Planning, Metra
Mr. Jack Groner, Department Head, General Development, Metra
Ms. Lynne Corrao, Community Affairs Specialist, Metra
Mr. Demetri Skoufis, Community Affairs, Metra
Public Works Director Dan Dinges
Economic Development Director Aiston

Encl.

CITY OF GENEVA
22 South First Street, Geneva, Illinois 60134

City of Geneva Commuter Parking Deck
Project Description

The City of Geneva will construct a two-tier commuter parking deck containing 334 spaces. Of the 334 spaces in the deck, ten need to be restricted for private use pursuant to the land swap agreement with the property owner in 2000. Additionally, 27 surface spaces will be constructed adjacent to the parking structure for a total of 353 spaces but 49 existing spaces will be lost due to the construction of the deck. As such, the net gain is 302 commuter parking spaces. The deck will be constructed to enable the addition of a third tier of parking at a future date should funding become available. That addition would provide an additional 180 spaces.

The deck will be well situated at a location on the east side of South Third Street immediately north of the Union Pacific Railroad tracks and just east of the Third Street Metra Commuter Station and provide regional benefit to the area. The City presently has a commuter parking waiting list of 605 persons, 60% of which are from the immediate Tri-City area (Batavia, Geneva, St. Charles). Additionally, future redevelopment projects in the area of the station will eliminate 100 temporary spaces that are presently being used by Metra commuters.

As such, the construction of the two-tier commuter parking deck and the future consideration of a third tier are certainly warranted and will serve to meet the needs of commuters in the Tri-City area while reducing parking congestion in downtown Geneva.



City of Chicago
Richard M. Daley, Mayor

Department of Transportation

30 North LaSalle Street
Suite 1100

Chicago, Illinois 60602-2570

(312) 744-3600

(312) 744-7215 (TTY)

www.cityofchicago.org/transportation

February 9, 2006

Mr. Ross Patronsky
Chief of the CMAQ Program
Chicago Area Transportation Study
233 S. Wacker Dr. Suite 800
Chicago, IL 60606

Subject: Scope change for Navy Pier Flyover

Dear Mr Patronsky:

The Chicago Department of Transportation requests to expand the scope of the Navy Pier Flyover (funded FY2001). As specified in our FY2006 CMAQ application, engineers have determined that the project should be implemented in concert with improved bicycle and pedestrian crossing of the Chicago River.

CDOT asks that the eligible scope of the project be redefined to include this crossing. Existing funds allocated to the project would be used to begin engineering for the newly added segment. (Even without these engineering issues, the funds are insufficient to complete the original scope.)

The Committee had previously queried the need to hold these funds in reserve and CDOT believes this approach is the most expeditious for both expenditure of programmed CMAQ funds and the overall completion of the project. No new funds are requested at this time, nor are funds sought from the FY2007 CMAQ program.

Thank you for your consideration of this request. If you have further questions you may contact me at 312-744-1987 or Keith Privett at 312/744-1981.

Sincerely yours,

Luann Hamilton
Deputy Commissioner

cc: Bob Loomis
Dan Burke
Janet Attarian
Ben Gombert
Keith Privett

LH:KP





Martin G. Buehler, P.E.
Director of Transportation/County Engineer

Midlothian Road @ Winchester Road
TIP ID No.: 10-02-0006

RECEIVED

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847 362 3950
Fax 847 362 5290

FEB 24 2006

February 16, 2006

C.A.T.S.

Mr. Ross Patronsky
Chief of the CMAQ Program
CATS
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Patronsky:

With this letter the Lake County Division of Transportation formally requests additional CMAQ funds for the above referenced project. As we have seen with other federally funded projects of similar scope, costs can and often do increase dramatically during the E1 and E2 phases of the design process. Our request is based on cost estimates prepared as part of the Phase II engineering process which indicate a shortfall in approved CMAQ funds for construction and phase III engineering in the amount of \$533,600.00.

It is my sincere wish that you give this request your earliest consideration as this project is scheduled for an April 25, 2003 letting. Please do not hesitate to contact me at (847) 362-3950 if you have any questions or require additional information.

Very truly yours,

Martin G. Buehler, P.E.
Director of Transportation/
County Engineer

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126 CATS

Project Title: Post-Implementation Evaluation of Emissions Benefits of CMAQ Projects

Project Type: New Project

Coordinating Agencies: All

Purpose: Evaluate actual emissions benefits of completed CMAQ projects to help improve the estimation of emissions benefits for future CMAQ proposals

Emphasis Area: Environmental Activities

Emphasis Area Detail:

Major Tasks: Summarize existing evaluation methods. Develop methods to evaluate benefits of completed projects; select a sample of completed projects, conduct field work and estimate actual benefits. Prepare recommendations to improve existing evaluation methods.

Previous Efforts: CMAQ evaluation methods as adopted by CATS Policy Committee and documented in prior reports.

Products

		<u>Completion Schedule</u>
Summary of existing evaluation methods	In-house	February 2007
Methods to evaluate completed projects and sample of projects to study	In-house	May 2007
Final report and recommendations	Outside Distribution	November 2007

Additional Information:

Future Activities:

Amount Requested: \$227,600 **Person Months:** 6

Staff : \$67,600

Consultant or pass-through: \$160,000

Other costs: